Corps of Engineers for additional improvements at Manteo, but maintenance dredging of the original project was carried out in 1916, 1929, and 1934. In 1927 a study was undertaken to determine the feasibility of providing a channel six feet deep and 150 feet wide from Manteo southward through Roanoke Sound to the main channel in Pamlico Sound. It was determined, however, that the desired improvement was an impractical one, and the project was not undertaken.[29]

In 1923 Oregon Inlet was reported to have a width of about 2,300 feet, a slight decrease of about 200 feet since 1909. As in the past, it was also observed to be making "very slow general progress southward."[30] A decade later conditions for navigation through the inlet were generally adequate. It continued, though, to be subject to rapid changes, and the connecting channels through the sounds still presented difficulties:

> [Oregon Inlet] is not a navigable waterway for deep-draft vessels. A minimum depth of about 15 feet can be found from deep Water in the ocean to inside the entrance, thence 8 feet to a point 3 1/2 miles inside in the sound where the depths begin to shoal rapidly to 2 or 3 feet. . . .
>
> While the history of this inlet shows it to be a persistent and fairly stable phenomenon, its location, and also its configuration, change quite rapidly. . . .[31]

Additional steps were taken in 1940-1941 to improve navigation between Oregon Inlet and Manteo. These measures included the dredging of a channel 100 feet wide and six feet deep from Manteo through Roanoke and Pamlico sounds to the inlet, a distance of approximately thirteen miles. The inlet channel, at this time, was reported to vary between six and thirty feet in depth and between 700 and 1,050 feet in width. It was anticipated that the proposed improvements would stimulate growth in the commercial and sports fishing based at Manteo and improve the area's trade in general. Total commerce between Manteo and Oregon Inlet had reportedly amounted to